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INFORMATION REPORT

REPORT

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COUNTRY Poland

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SUBJECT Administration and Maintenance of Highways

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THIS IS UNEVALUATED INFORMATION

1. Road construction machinery available in Poland was far inferior to that seen in the GDR. No Autobahns were scheduled to be built in Poland. On the other hand, the planning and the projection of new roads was far more efficient than in the GDR. Plans for the construction of new roads had to be completed two years prior to the beginning of construction work proper. In view of the thorough preparations made, modifications of completed designs were never required.
2. Instead of the Main Administration for Highways which exists in the GDR, Poland has a Main Administration for Road Construction Work and a Main Administration for Road Maintenance Work, both of which are subordinate to the Ministry of Traffic (sic). The personnel strength of each of these main administrations corresponds to that of an entire state secretariat in the GDR. Just as in the GDR, Poland is subdivided into districts and each district has a state road maintenance enterprise. As a rule, the personnel of such a state road maintenance enterprise comprises 24 technicians and 56 administrative personnel. The road maintenance enterprises are headed by a chief director, a technical director and an administrative director. Each state road maintenance enterprise is financially self-sufficient. The technical equipment of such an enterprise is far inferior to that of a corresponding enterprise in the GDR and most of the work is performed by hand. On the average, each road maintenance enterprise is equipped with 80 steam rollers of different types. A total of six state road construction enterprises exist in Poland. They are equipped with modern Soviet machinery.
3. Hard coal tar is used for the construction of asphalt roads. Agricultural machinery is generally used for the construction of concrete roads. The mixing ratio used for the concrete applied on

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Polish roads is 200 kg of cement for 1 cubic meter of concrete. Bottoming is little used for concrete roads and, in most cases, the concrete layer is applied directly on the gravel layer. No blast-furnace slag is used. Stones are in short supply in the northern districts of Poland. Modern snow-clearing appliances are not available.

4. Pavers are the only skilled workers available in adequate numbers for road construction work because the Polish industry offers less attraction to skilled personnel. About 10 percent of the work force of road maintenance and road construction enterprises are women. Wages paid for road construction work are lower than in the GDR and special bonuses are not granted. Each work performance is classified into special categories. Work norms can be overfulfilled only 160 percent. An unskilled laborer who does the job of a skilled laborer is paid the wage of a skilled worker.

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